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SAFETY ELEMENT
OF THE GENERAL PLAN

AUGUST 1974

INSTITUTE OF GOVERNMENTAL
STUDIES
MAY 5 1977
UNIVERSITY OF CALIFORNIA

Prepared and Submitted by: ALLEN B. STEPHENSON
City Administrator and
Planning Director

BRUCE BURNS
Administrative Assistant

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CITY OF LOMITA, CALIFORNIA

PROPOSED SAFETY ELEMENT

OF THE GENERAL PLAN

AUGUST 1974

Lomita. City council.
City planning Lomita
Emerg. relief "

Prepared and Submitted by: ALLEN B. STEPHENSON
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RESOLUTION NO. 74-58

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOMITA ADOPTING THE SAFETY ELEMENT OF THE GENERAL PLAN

WHEREAS, the City of Lomita adopted a General Plan on December 12, 1966, by Resolution No. 66-59; and

WHEREAS, a Safety Element is required as a part of said General Plan; and

WHEREAS, the Planning Commission has recommended the attached Safety Element be adopted after a public hearing had been held thereon; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOMITA AS FOLLOWS:

SECTION 1. That the proposed Safety Element attached hereto and incorporated herein by this reference, is hereby adopted as part of the General Plan of the City of Lomita.

PASSED, APPROVED AND ADOPTED this 19th day of August, 1974.

Charles Belba

MAYOR

ATTEST:

Dawn R. Tomita

CITY CLERK

I HEREBY CERTIFY that the foregoing resolution was duly and regularly approved at the City Council meeting held on the 19th day of August, 1974, by the following vote:

AYES: COUNCILMEN: Anderson, Hall, Moore and Mayor Belba
NOES: COUNCILMEN: None
ABSENT: COUNCILMEN: Cole

Dawn R. Tomita

CITY CLERK

SAFETY ELEMENT

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CITY OF LOMITA

SAFETY ELEMENT

INTRODUCTION

Authority for the Safety Element

Section 65302.1 of the Government Code of the State of California requires that each city prepare and adopt a safety element of the city's general plan as follows:

> A safety element for the protection of the community from fires and geologic hazards, including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazards.

Background for the Element

It should be recognized that all of the various types of structures within the City involve an element of risk and that future construction and other activities must be in accordance with that risk. Consequently, Lomita's policies should be geared to the following definitions:

Acceptable Risk - The level of risk below which no specific action by local government is deemed to be necessary.

Unacceptable Risk - The level of risk above which specific action by government is deemed to be necessary to protect life and property.

Avoidable Risk - Risk not necessary to take because individual or public goals can be achieved at the same or less total "cost" by other means without taking the risk.

CITY OF LOMITA

PROPOSED REVISED

PROPOSED

Report for Safety Element

Section 65302 of the Government Code requires that each city's general plan include a safety element which:

"...establishes policies and programs for the protection of the community from the risks of seismic and geologic hazards, including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas known to contain such hazards."

Purpose of the Element

It is recognized that all of the various types of activities which comprise an element of this kind and that future activities and other activities must be in accordance with that city's

Consequently, Lomita's policies are presented to the following definitions:

Acceptable Risk - The level of risk above which no specific action by government is deemed to be necessary.

Unacceptable Risk - The level of risk above which specific action by government is deemed to be necessary to protect life and property.

Hazardous Risk - Risk not necessary to take because risks of equal or greater public gain can be achieved at the same or less cost by other means without taking the risk.

OBJECTIVES AND POLICIES

Goals and Objectives

The safety goals and objectives of the City of Lomita are to develop and implement programs which will help to protect the lives and property of its residents by reducing safety hazards. The potential dangers created by seismic activity, explosions and fires require that it should be the basic goal of the City to:

1. Minimize injuries and possible loss of life, disruption of public services, and damage or destruction of propterty.
2. Aid in the restoring of services to a level that enables the residents and businesses to return to normal activities as soon as possible.
3. Reduce the economic and social dislocations resulting from the event.

General Policies

In carrying out Lomita's policies and reaching the objectives of the Safety Element it will be necessary for the City to:

1. Support a realistic disaster plan which would quickly become operational should the area be affected by a disaster.

OBJECTIVES AND POLICIES

Goals and Objectives

2. Minimize the number of existing structures and conditions that represent fire and safety hazards through enforcement of the building code.
3. Inform property owners of potential fire and safety hazards as they affect buildings and structures.

From the standpoint of man-made structures, exposure to fire, explosion, or other hazards involve several factors:

1. The ability of the structure to resist such hazards.
2. The use or occupancy of the structure, both as to number of occupants and amount of time occupied.

Emergency Operations for a Disaster

After the San Fernando Earthquake of 1971, various governmental agencies, the American Red Cross, and non-governmental groups took effective measures to minimize the disastrous effects of the earthquake. Recovery was relatively rapid. However, weaknesses were noted in emergency operations. Some agencies performed independently at a time when team effort would have been of greater benefit. The need was shown for local agencies to provide emergency operating centers where information could be pooled and coordination achieved from a single, central location. Since disasters usually affect many local governments, provision should be made for interjurisdictional coordination and exchange of information in the event of an emergency.

Preparations for a Disaster

After the San Fernando earthquake of [illegible], various
The American Red Cross, and non-governmental agencies took effective
measures to minimize the disastrous effects of the earthquake. Be-
cause of the [illegible] recovery was relatively rapid. However, weaknesses were noted in
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for [illegible] coordinated [illegible] communication facilities
[illegible] central location, alternate [illegible] for interjurisdictional coordination
[illegible] procedures should be established for an emergency.

GENERAL INFORMATION ON SAFETY HAZARDS

Fire

The City of Lomita is relatively free from fire hazards in relation to many Southern California communities. The structures throughout the City are limited to two stories, and there are no industries which pose a potential for extensive fire or explosion (oil refineries, chemical plants, munitions plants, cryogenic facilities, etc.) The City has no densely-covered chaparral areas (common to many Southern California communities) which precludes the frequent hillside brush fires. One portion of the southern area has a relatively dense growth of large mature pine trees; under high dry wind conditions this area could possibly spread fire, particularly if the water supply had been damaged as in a seismic event.

Explosion

There are no industries in the City which appear to pose any major explosion potential, and there are no rail lines. However, there is heavy inter-city truck traffic on Pacific Coast Highway (a state highway) which potentially could be carrying cargos of an explosive nature. Most of the structures adjacent to this highway are commercial general in nature.

Flood

There is no major natural flooding potential within the City (rivers and creeks), and the City is serviced by a generally adequate storm

END OF SEMESTER IN 75 MINUTES

drain system. As mentioned in the Seismic Safety Element, a one million gallon reservoir is located at the south city limits on Cypress Street. If this facility were ruptured, flooding could affect numerous single and multiple family residences in Lomita and probably affect traffic on Pacific Coast Highway.

Evacuation Routes

Major evacuation routes within or adjacent to the City (Pacific Coast Highway, Western Avenue, Narbonne Avenue, Lomita Boulevard and Crenshaw Boulevard) lead to two freeways, Route 405 and Route 11. However, the City of Lomita is not favorably situated for sudden public dispersal or mass evacuation due to the areas surrounding the city being highly populated.

Minimum Road Widths

A number of the residential streets of Lomita do not meet the minimum requirements of roadway width (36 feet curb to curb). Most of these streets have been improved with curbs, gutters and sidewalks. However, there are some, which due to their physical nature such as mature parkway trees, lack of setback, and other factors may never be fully developed - at least not in the forseeable future.

Peak Load Water Supply

Generally, the major portion of the City meets the peak load water supply requirements for the structures currently in existence. However,

there are some deficiencies in the eastern and western border areas; it is planned to upgrade these areas to adequate levels by utilizing revenue sharing funds. The City now has a joint powers agreement with Water District No. 13 which provides for contributions by the City for upgrading the water distribution system.

Earthquake

Earthquake hazards are covered in detail in the Seismic Safety Element of the General Plan. However, additional information obtained from the Southern California Gas Company indicates that that Company has developed emergency plans ready for execution in the event that an earthquake should occur of sufficient magnitude to cause a disruption of the gas service in Lomita. These plans include:

a. Personnel availability

b. Supervisory direction

c. Communications

d. Expanded message center activation

e. Coordination with public agencies

f. Assessment and control

g. Auxiliary services (food, material, etc.)

h. Notification to the public

i. Repair and restoration

j. Return to normal operations

The City of Lomita may be completely isolated or reduced to small shut-down segments as decided by qualified gas company personnel who would be exercising their best judgment with maximum concern for public safety. The City has been assigned a separate area within the gas company's distribution network. By closing strategically located valves in its system and by the use of other shut-down techniques which may be safely and quickly executed, segments of the City could be isolated if necessary.

The gas company emergency plans are published and are with the on-duty personnel 24 hours a day. From its experience with the 1971 San Fernando earthquake, they believe their general and specific plans serve the best interest of the public. The company has personnel who constantly monitor and evaluate emergency procedures and techniques for responding to emergency situations. The operating requirements used by the Southern California Gas Company meet and exceed any government regulations now in effect.

Geologic Hazard Mapping

This is covered in detail in the Seismic Safety Element of the General Plan.

TECHNICAL FINDINGS OF THE SAFETY ELEMENT

Structural Hazards and Critical Services

The structural hazards and critical services in Lomita are detailed in the Seismic Safety Element of the General Plan.

Fire Protection and Services

Lomita is served by the County of Los Angeles Fire Department Station No. 6 which is centrally located on Narbonne Avenue. The rating for the City established by the American Insurance Association is 4. This station houses one engine company and one rescue squad; however, the normal response to any residential fire is three or more engine companies, a chief, and a rescue squad. These additional units normally respond from the cities of Carson and/or Rolling Hills Estates.

Water for fire suppression is provided for most of the City by the Los Angeles County Water Works District 13. One tract of 211 homes in the south portion of the City is supplied by the California Water Service Company. The average pressure for the portion of the City serviced by Waterworks District 13 is 65 psig, and that portion serviced by California Water Service Company is 90 to 110 psig.

Maximum Distances for First Due Engine Companies

Because Fire Station No. 6 is located near the center of the City, the maximum travel to any fire with the exception of the tract in the

TECHNICAL FINDINGS OF THE SAFETY ELEMENT

Structural Hazards and Critical Services

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Fire Protection and Services

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Los Angeles County Water Works District 14. One tract of 211 homes in

the south portion of the City is supplied by the California Water

Service Company. The average pressure for the portion of the City

serviced by Waterworks District 14 is 65 psig, and that portion ser-

viced by California Water Service Company is 90 to 110 psig.

Maximum Distance From Fire Station

Because Fire Station No. 6 is located near the center of the City, the

maximum travel to any fire with the exception of the tract in the

south part of the City is approximately one mile. To reach that tract requires 2½ miles because the fire equipment has to travel outside the City to gain access to the area.

The City has more than an average number of cul-de-sac streets; however, most of these are in single family residential areas and evacuation probably would pose no serious problems.

LAND USE AND CIRCULATION

Land Use

The land use pattern in Lomita has been described in the General Plan and in the Seismic Safety Element. As mentioned in the general information section, the City appears relatively resistant to any extensive spread of fire as long as the water supply system remains intact and fir suppression forces are available.

Circulation Patterns

The circulation pattern of Lomita's residential streets has been covered in the Seismic Safety Element.

LAND USE AND CIRCULATION

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SAFETY ELEMENT RELATIONSHIPS

Relationship to the General Plan

This mandatory element of the Lomita General Plan reflects the state-wide concern for safety planning. Lomita's General Plan is almost 10 years old, and is being updated and revised to meet state requirements. The Circulation Element and the Land Use Element are part of the original document adopted in 1966. The City also has adopted the Seismic Safety Element, the Housing Element, and the Open Space-Conservation Element of the General Plan as required by state law.

Geographical and Physical Relationships

The geographical and physical relationships of Lomita are detailed in the Seismic Safety Element. Detailed information concerning earthquake faults, general geology, and critical service systems within the City is contained in the Seismic Safety Element of the General Plan adopted by the City Council June 17, 1974. Information concerning the size and capacity of the public buildings and group quarters in the City are also detailed in this report.

Social and Economic Relationships

The social and economic relationships of the Safety Element of the City of Lomita's General Plan are covered in the Seismic Safety Element

DEVELOPMENT RELATIONSHIPS

Relations to the General Plan

This Seismic Safety Element is one of several elements of the Los Angeles General Plan. The General Plan is the City's statement of development policies. It must include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals for the City's future development. The Land Use Element, the Circulation Element, the Housing Element, the Conservation Element, the Open Space Element, the Noise Element, the Safety Element, and the Seismic Safety Element are required by state law.

Geographical and Physical Relationships

The geographical and physical relationships of the Seismic Safety Element are detailed in other parts of the General Plan, including the Framework Element, the Transportation Element, the Public Utilities and Service Systems Element, the Conservation Element, the Open Space Element, the Noise Element, the Safety Element, and the Scenic Highways Element.

Social and Economic Relationships

The social and economic relationships of the Safety Element are detailed in this report.

Environmental Impact Report Procedures

It is appropriate and desirable that the City require that a comprehensive environmental impact report be prepared on all significant projects that deal with new buildings or zone changes that provide for intensification of land use. A development's ability to withstand potential natural or man-caused disasters should play an important part in the findings in such a report.

Interagency Cooperation

The governmental agencies that serve Lomita also serve a number of its neighboring jurisdictions through contractual arrangements with the County of Los Angeles, and the City further benefits from mutual aid arrangements with other jurisdictions. The County Departments of Sheriff and Forester and Fire Warden represent two of the largest and best equipped such departments in the country. The ability of these departments to draw on equipment and personnel from other areas to meet emergency situations is a great advantage to the City and its neighbors.

Environmental Impact Report Procedure

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Cooperation

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IMPLEMENTATION AND REVIEW

Revision of the General Plan

This new element of the General Plan is only one of a number of new elements now required by the laws of the State of California. Fortunately, Lomita had been foresighted in the earlier years after its incorporation to have had prepared and adopted a comprehensive General Plan. This plan, adopted in 1966, contained a Land Use Element and a Circulation Element. On February 20, 1973, a Housing Element was adopted; on June 18, 1973, the Open Space - Conservation Element was adopted; and on June 17, 1974, the Seismic Safety Element was adopted. The remaining mandatory elements of the General Plan, Noise and Scenic Highways, must be adopted by September 20, 1974.

Renewal Plans

The City of Lomita has no specific renewal plans (as such) at the present time. However, the City of Lomita does have a continuing program for upgrading and improving the streets, and several new neighborhood or mini-parks are being developed. Four new parks will be placed in operation during 1974.

Building Inspection Program

A continuing building inspection program has been followed throughout the years of Lomita's existence. Due to the nature of the improvements

IMPLEMENTATION AND REVIEW

Review of the General Plan

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The City of Loma has no specific renewal plans (as such) at the present time. However, the City does have a continuing program for upgrading and improving the streets, and several new neighborhood or mini-parks are being developed. Four new parks will be placed in operation during 1974.

Building Inspection Program

A continuing building inspection program has been followed throughout the years of Loma's existence. Due to the nature of the improvements [illegible]

within the City, it has not been necessary to follow an extensive building inspection program with particular reference to safety. However, in the future, major construction or developments should be required to conform to safety regulations in accordance with contemporary standards. The owners of older buildings, particularly any masonry buildings constructed prior to 1933, should be made aware of current building requirements. It has been found that pre-1933 buildings used lime mortar for joints, poor quality bricks, inadequate structural ties connecting roofs and walls, and no reinforcing steel in the walls. Any high risk structure in Lomita should be located and identified. If it is economically feasible to do so such a structure should be strengthened and modernized. As a last resort, any building which cannot be rehabilitated and is literally unsafe should be demolished.

Contingency Plans for Major Disasters and Emergencies

In cooperation with Civil Defense Area G of Region I (Los Angeles County) of the California Office of Emergency Services, the City of Lomita has prepared an Emergency Operation Plan (EOP). This plan provides for preparing, mobilizing and employing public and private resources to meet essential needs in serious emergencies. This plan can be placed in effect when a state of war emergency exists in the State of California, when a state of emergency affecting Lomita is declared by the Governor, or in case of local emergency by action of the City Government.

The City of Lomita also has a Mutual Aid and Joint Powers Agreement with twelve other cities located within operational Area G of Civil Defense Region I of California. This agreement provides that it is necessary and desirable that the resources, personnel, equipment and facilities of any one party to the agreement be made available to any other party to prevent, combat, or eliminate a probable, imminent, or actual threat to life or property resulting from a local peril, local emergency, local disaster, or civil disturbance, in the absence of a duly proclaimed "state of extreme emergency" or "state of disaster", and to render mutual and supplementary police protection one to the other as the need may arise.

COMMENTS AND CONCLUSIONS

Based on the data developed during this study for the Safety Element of the General Plan of the City of Lomita, the following comments and conclusions are submitted for consideration:

1. The Seismic Safety Element outlines in detail the conclusions and recommendations related to safety from a seismic standpoint; many of these also are related to safety in general.
2. The City, by its nature, has no significant sources of explosion hazard other than those materials which might be transported through the City.
3. In general, the potential for the extensive spread of fire is minimal, with the possible exception of the "Pines" area.
4. There are no natural water courses within the City which pose major flooding potential, and the storm drain system is quite adequate. Additional storm drain improvement is being planned. A flooding potential exists in the southern section of the City if the Cypress Street reservoir were ruptured.
5. The City should continue its current policy of street improvements with the resultant widening and improved

COMMENTS AND CONCLUSION

passage over the street system. It is anticipated that this street improvement program will be continued until all the streets which are physically capable of being improved are completed.

6. Cooperation with the surrounding cities should be maintained to ensure that projects which could mutually affect the communities are safe and do not present hazardous situations.

7. The City's zoning restrictions and the way the City has developed with no high rise structures or heavy industry has resulted in relatively few potential sources of disaster. The neighboring cities are similarly developed in the immediate areas adjacent to Lomita with the exception of the Torrance Airport and the Union Oil tank farm. The airport has tight restrictions on the size and types of aircraft allowed to operate from the facility, and currently appears to have no plans for relaxing these restrictions. The large moats around the oil tanks are designed to contain the contents in case of tank rupture. The tanks do not appear to present any extensive hazards.

8. Periodic study and evaluation of factors affecting the safety of citizens of the City of Lomita should be made - including buildings and structures, street patterns, lighting, land use, fire protection, and man-made or natural hazards.

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